



CITY OF BLYTHE COLORADO RIVER CORRIDOR PLAN



March 2007

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INTRODUCTION AND OVERVIEW

The City of Blythe (City) is an important gateway into the State of California. Located along the western bank of the Colorado River in eastern Riverside County, more than 10 million visitors pass through the City each year along the Interstate 10 corridor (Exhibit 1). The Colorado River, which serves as the border between California and Arizona, is the primary source of water supply for all of Southern California and is a draw for sportsman and water recreation enthusiasts from both California and Arizona.

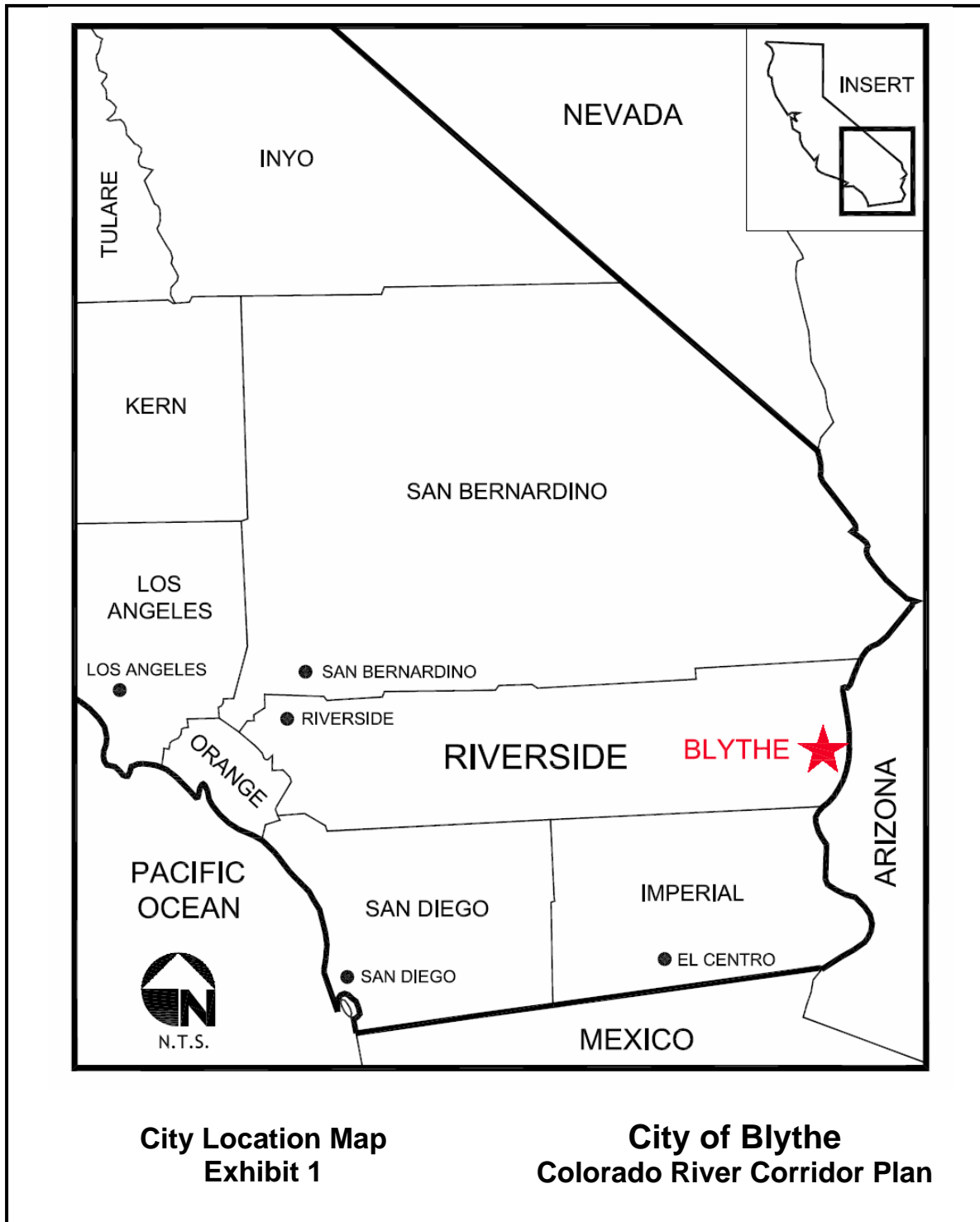
In response to increasing interest in land development along the Colorado River the City has prepared the Colorado River Corridor Plan (Plan or CRCP). The Corridor Plan represents a comprehensive vision for growth within the Plan area which consists of all lands along the Colorado River within the City of Blythe and its Municipal Sphere-of-Influence. The Plan is intended to facilitate the implementation of City of Blythe General Plan 2025 policies in the Colorado River Corridor (CRC) area and will guide the long-term evolution of this portion of the City with planning, policy and development implications for the entire City.



The Colorado River

The City and Community's vision for the plan area includes creating a pattern of development that reinforces the City's small-town feel and location along the Colorado River. The vision includes providing a variety of housing opportunities to establish viable and livable neighborhoods; preserving valuable open space; developing additional recreational and resort land uses; protecting existing agricultural land uses; creating a multi-purpose recreational trail system; providing additional River access points; and, preserving open space while balancing circulation needs. A primary goal of the Plan is to fully integrate this planning area with the rest of the community by complementing and extending adjacent residential and commercial areas eastward toward the Colorado River.

The development and evolution of the Plan is described below beginning with an examination of what is valued and cherished most by the Community, to recognition of emerging growth trends and the effects of different growth patterns on the future of the City. The Plan provides goals and policies that will be implemented over the next 20 years. The goals and policies are designed to foster the preservation of the small town atmosphere while also allowing for directed land development and population growth. This Plan refines and implements the goals and objectives of General Plan 2025.



This document establishes the policy guidance and regulatory framework for future development of the Colorado River Corridor consistent with the General Plan 2025.



Palo Verde Diversion Dam

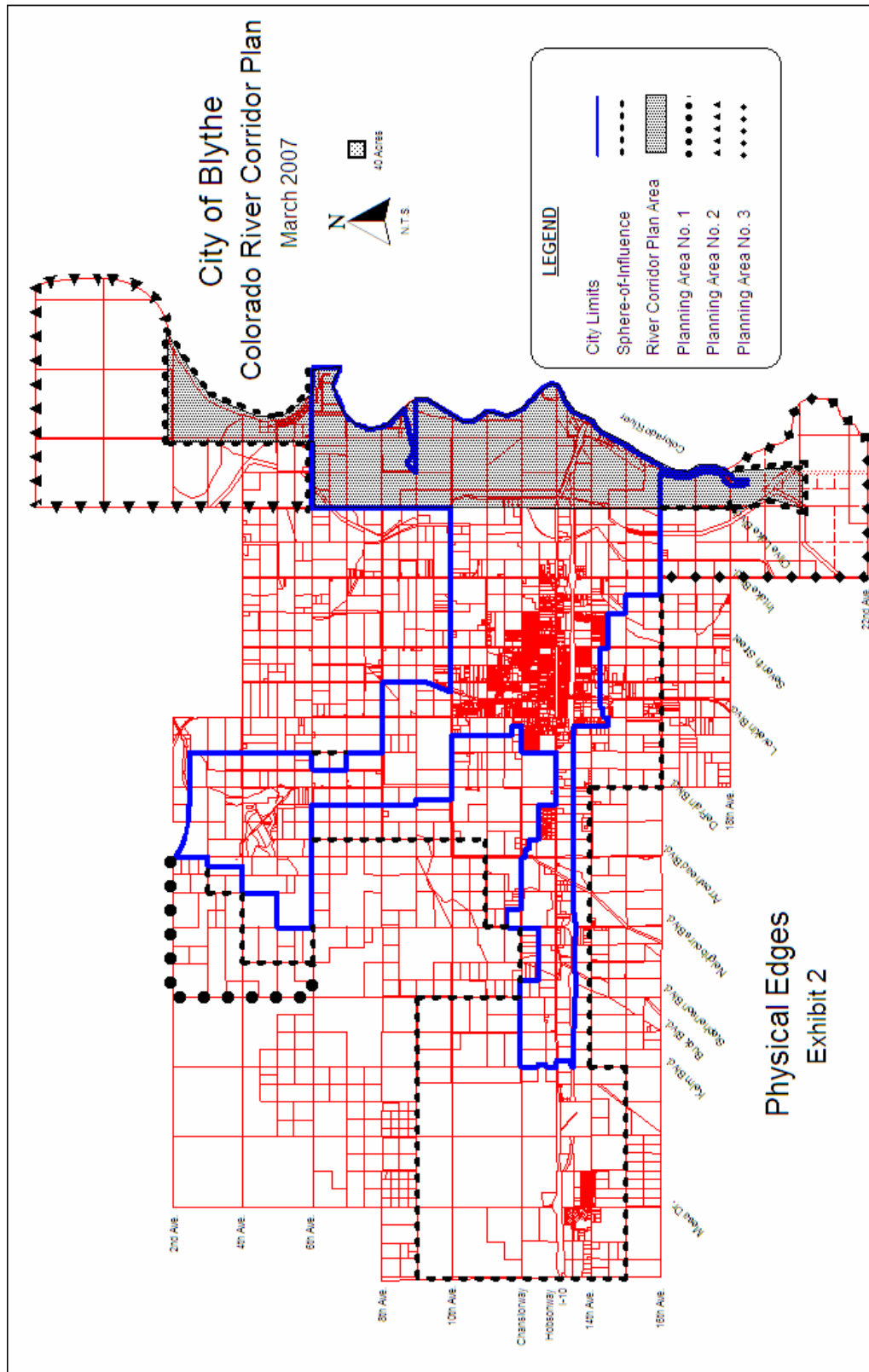
The Plan should be regarded as both a long-term land use and policy blueprint, and as a dynamic planning tool subject to ongoing refinement and modification. This Plan is not static and will likely evolve over time. One goal of this Plan is that it will foster additional progress toward a vision of shared values - a vision that will evolve through ongoing City and Community communication as the City of Blythe enters an era of new challenges, growth and prosperity.

Purpose and Intent

The purpose of the Colorado River Corridor Plan is to proactively and comprehensively plan the future land uses along the Colorado River and to establish development policies and standards to be applied within the Plan area. In preparing this Plan, the City intends to provide a vision for this area and direct growth patterns to ensure they are consistent with the long-term goals and values of the Community.

The CRCP area includes more than twelve miles of river frontage and encompasses approximately 6,000 acres. Lands within the CRCP include those within the existing Blythe city limits as well as the existing Sphere-of-Influence (Exhibit 2). These lands along the River are undergoing considerable transition and change. Advance planning for these lands, including those in the City's existing Sphere-of-Influence, are necessary to support the development of future land use patterns that are consistent with City objectives and are compatible with surrounding lands uses. It is the intent of the City to apply CRCP policies and development standards to lands that may be annexed in the future into the Blythe City Limits and/or City of Blythe Sphere-of-Influence (SOI).

Through its implementation, the Plan will establish connections between all of the lands within its boundaries to provide integration and balance between the Riverfront and the rest of the City. Key to the success of the Plan, and maintaining the quality of life for existing and new residents, is ensuring that primary infrastructure is in place prior to development.



Key elements of the Plan include development of a Colorado River Parkway for active and passive recreation; Riverfront resort areas; traditional residential neighborhoods; pedestrian and bicycle pathway system(s); preservation and utilization of lands along the Colorado River; and, preservation of important habitat and natural areas as permanent open space. A conceptual view of the Colorado River Parkway is shown below.



Conceptual pedestrian and bicycle pathway cross-section

At its most fundamental, the CRCP is a comprehensively planned, waterfront oriented, land use plan intended to complement established residential neighborhoods and promote the City's recently revitalized downtown commercial district, providing a balanced mix of uses within the community. The Plan's focus is to create a sense-of-

place based upon the Riverfront; it emphasizes the City as a recreational and commercial center while maintaining its historic rural and agricultural characteristics.

Area Plan Requirements & Relationship to General Plan 2025

In California planning practice, the CRCP is an "area" plan. Area plans are not specifically mentioned in statute; however, they are authorized under Government Code §65301(b), which allows individual sections of the general plan to be devoted to a particular subject or geographic area. Additionally, area plans are allowed as optional elements or subjects in the general plan under Government Code §65301(b).

Government Code §65301(b) The general plan may be adopted as a single document or as a group of documents relating to subjects or geographic segments of the planning area.

Government Code §65301(b) The general plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city.

Area plans address a particular region or community within the overall planning area of the general plan. An area plan may be adopted as part of the general plan or may be added later as an amendment. Area plans refine the policies of the general plan as they apply to smaller geographic areas and are implemented by local ordinances such as those regulating land use and subdivisions. Area plans can also provide forums for resolving local conflicts among competing interests. An area plan must be consistent with the general plan of which it is a part.

As used in the *General Plan Guidelines* and based on the language contained in the statutes and various legal interpretations by the courts, a general rule for consistency determinations can be stated as follows:

An action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

Defining the Colorado River Corridor Planning Area

The Colorado River Corridor planning area encompasses approximately 6,000 acres, and 12 miles of Colorado River-front lands within the City in the easternmost portion of Riverside County (Exhibit 3). The planning area is generally located in the extreme eastern part of the City of Blythe and the State of California. The majority of the land area encompassed by the planning area was annexed to the City in the early- and mid-1990s and includes both developed and undeveloped lands.

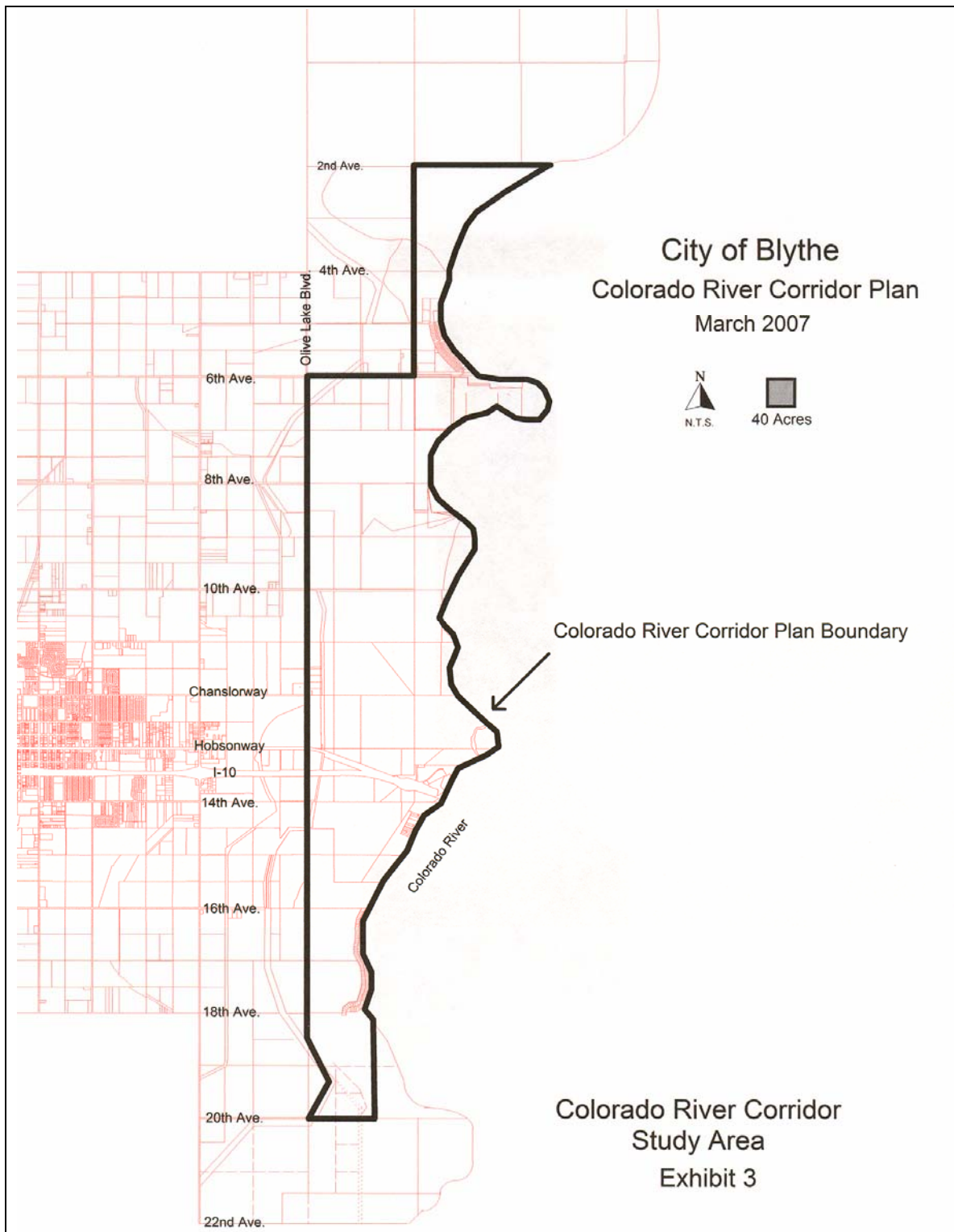
The planning area is generally defined as follows:

Second Avenue is the northern boundary; the Colorado River is the eastern boundary; 20th Avenue is the southern boundary; and, the existing/planned alignment of Olive Lake Boulevard is the western boundary.

Development of the Colorado River Corridor Plan

In August 2005, the City Council formed the Colorado River Corridor Plan Ad-Hoc Advisory Committee (Committee). The Committee, comprised of elected and appointed officials and City staff, was tasked with developing a land use plan that reflects the City's long term vision for this area.

This CRCP is the culmination of a five-month comprehensive and iterative planning process that has included early and ongoing coordination with the Committee and coordination with the City's Planning and Public Works staff. The City Police and Fire Chiefs, the lead facilities planner for Palo Verde Unified School District (PVUSD) and the Palo Verde Irrigation District (PVID) were consulted as part of the CRCP development. Professional planning, environmental and engineering consultants have also supported the City in its development of this Plan.



The first step in the development of the Plan was to clarify the need for the Plan based on recognition that the plan area was destined to develop, with or without such a plan in place. As described by the Committee, the primary issues compelling the need for a proactive and comprehensive plan were:

- Rapid and accelerating development within the plan area;
- Significant development pressures to build projects to the bank of the Colorado River potentially precluding public access; and,
- Little uniformity in the quality or standards of existing and planned developments.

The next step was to define the City's vision for the planning area. Several meetings were held with the Committee to develop and discuss individual ideas about the preferred land use types and development patterns in the CRCP. The overall vision expressed for the CRCP included protection and enhancement of access to the Colorado River for current and future residents and "raising the bar" for development projects in the River Corridor by requiring higher quality development and better planned projects.

Once the guiding vision was clear, the values and goals for the planning area were defined. Based on the collaboration and input of the Committee, input provided by the Community at two public workshops and additional input provided by the City Council and Planning Commission, guiding values and goals considered most important to the Community were defined. These values and goals are listed below:

- Maintain a small town atmosphere.
- The City should work with appropriate government agencies to improve navigation and recreational safety in and along the Colorado River.
- Encourage development of resorts, hotels and other visitor-serving commercial uses.
- Manage growth and development timing.
- Ensure adequate police and fire services and facilities as the City grows.
- Develop a multi-use River Parkway system that maximizes public and private access and supports pedestrian and cyclist use.
- Establish buffers between agriculture and residential uses.
- Promote open space protection and natural resource / habitat conservation.
- Develop a "theme" for the Plan area.
- Develop safe and secure residential communities.
- Create designated commercial corridors along major roadways.
- Promote bicycle and pedestrian orientation.
- Develop a variety of neighborhood types.
- Provide enhanced east-west and north-south circulation linkages to Downtown.
- Protect, preserve and promote cultural resources.
- Develop an outdoor entertainment venue.
- Provide additional public access boat ramps to the River.

Next, the Committee developed a conceptual Land Use Plan for the planning area based on discussion and input provided by the Community at the two interactive workshops (Exhibit 4).

The City used the input obtained from the community to develop and refine the Draft Colorado River Corridor Plan values and goals. The information was presented to the Planning Commission and City Council at special study sessions in November and December 2005, respectively.

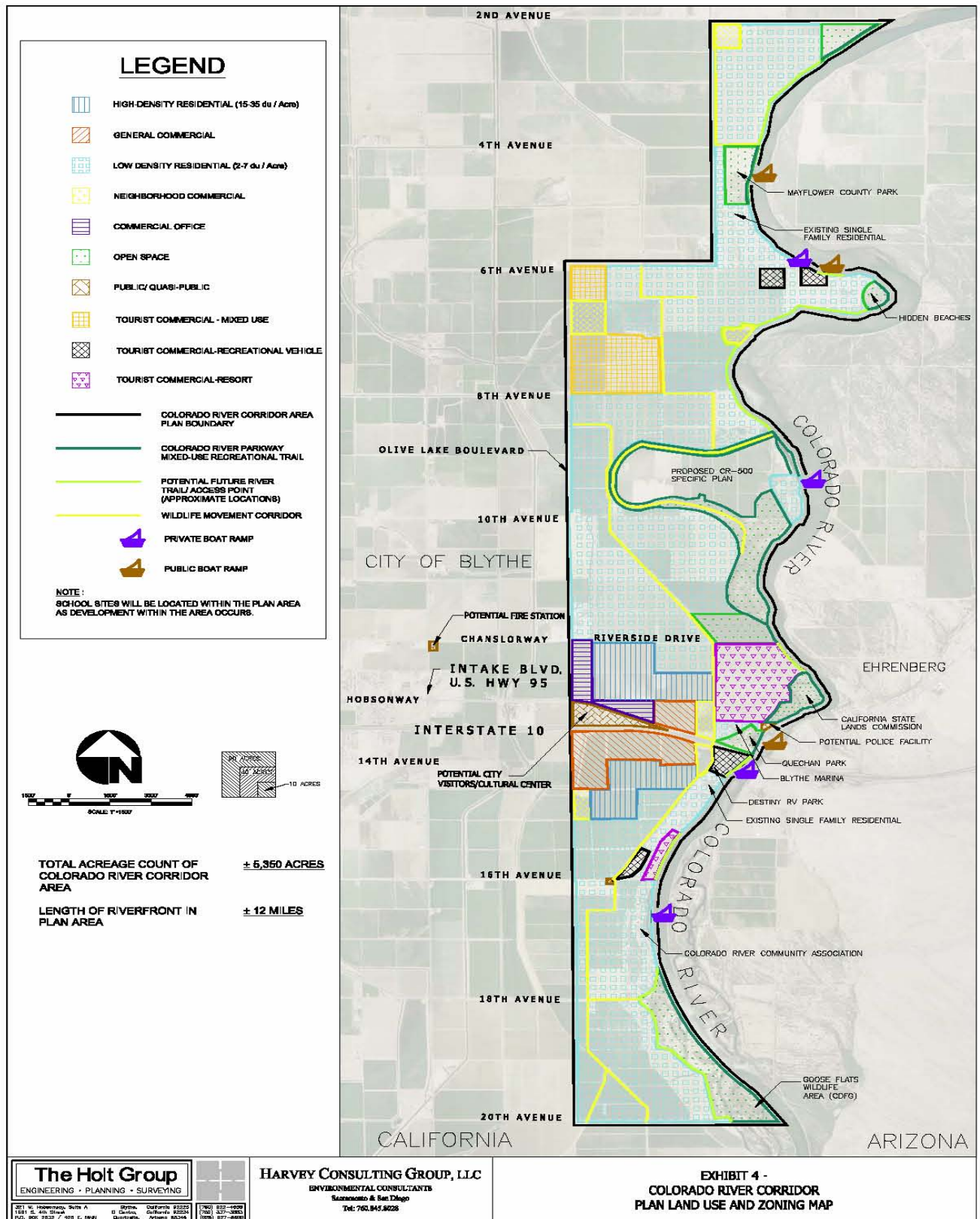
Overall the Colorado River Corridor Land Use Plan (Exhibit 4) presents a balance of land uses that have been assembled to take advantage of the City's location along the Colorado River, maintain the community character and attract new types of uses not currently present in the City. The land use categories described below indicate general categories of permissible use within the plan area. The zoning ordinance and other land use ordinances regulate the actual use and development standards applicable to properties in the CRCP and throughout the City of Blythe. Other plans and programs such as Specific Plans and Redevelopment Plans may establish more definitive use standards. In the event that policies contained in this Plan conflict with General Plan policies (refer to General Plan 2025 Chapter 3, Land Use), the more restrictive CRCP policies shall apply.

The Land Use Plan establishes the relationship between land use policy and zoning regulations. The land use designations contained in this Plan and the land use boundaries depicted on the land use map correspond to one or more zoning districts.

Land Use Classifications

The CRCP establishes eight land use categories. The General Plan includes a total of eighteen. The two residential categories allow for a range of housing types for all density ranges. Five commercial designations are provided to accommodate and encourage a range of income generating and service oriented businesses. To allow for creative use of vacant and underutilized properties, a Mixed Use designation has also been established. The Community Facilities and Open Space/Parks categories are intended, respectively, to protect public lands for necessary public services and infrastructure and open space/recreational uses.

Uses on sites less than two acres in size are generally not depicted on the Land Use Plan. Where existing uses on such sites are compatible with the depicted use (such as an existing single family home in an area designated for High Density Residential use), such uses will continue to be recognized as conforming through the Zoning Ordinance. Existing uses that are not compatible with the designated use (such as agricultural uses in an area designated for residential use) will become legal non-conforming uses upon revision of the Zoning Ordinance, unless the lands are under current Williamson Act contracts. When a Williamson Act contract expires or is not renewed, the new underlying designation will come into effect. Parcels of land currently under active Williamson Act contracts are depicted in Exhibit 5.



C:\Documents and Settings\Administrator\Desktop\957.001 Colorado River Area Corridor Plan\EXHIBIT 4 - Colorado River Corridor Plan Land Use and Zoning Map.dwg, 24036, 8/16/2006 11:42:43 AM

The interpretation of consistency with the CRCP/General Plan on sites less than two acres in size will be done through the Zoning Ordinance update process. The land use categories are meant to be broad enough to give the City flexibility in implementing City policy, but clear enough to provide sufficient direction in carrying out the General Plan.

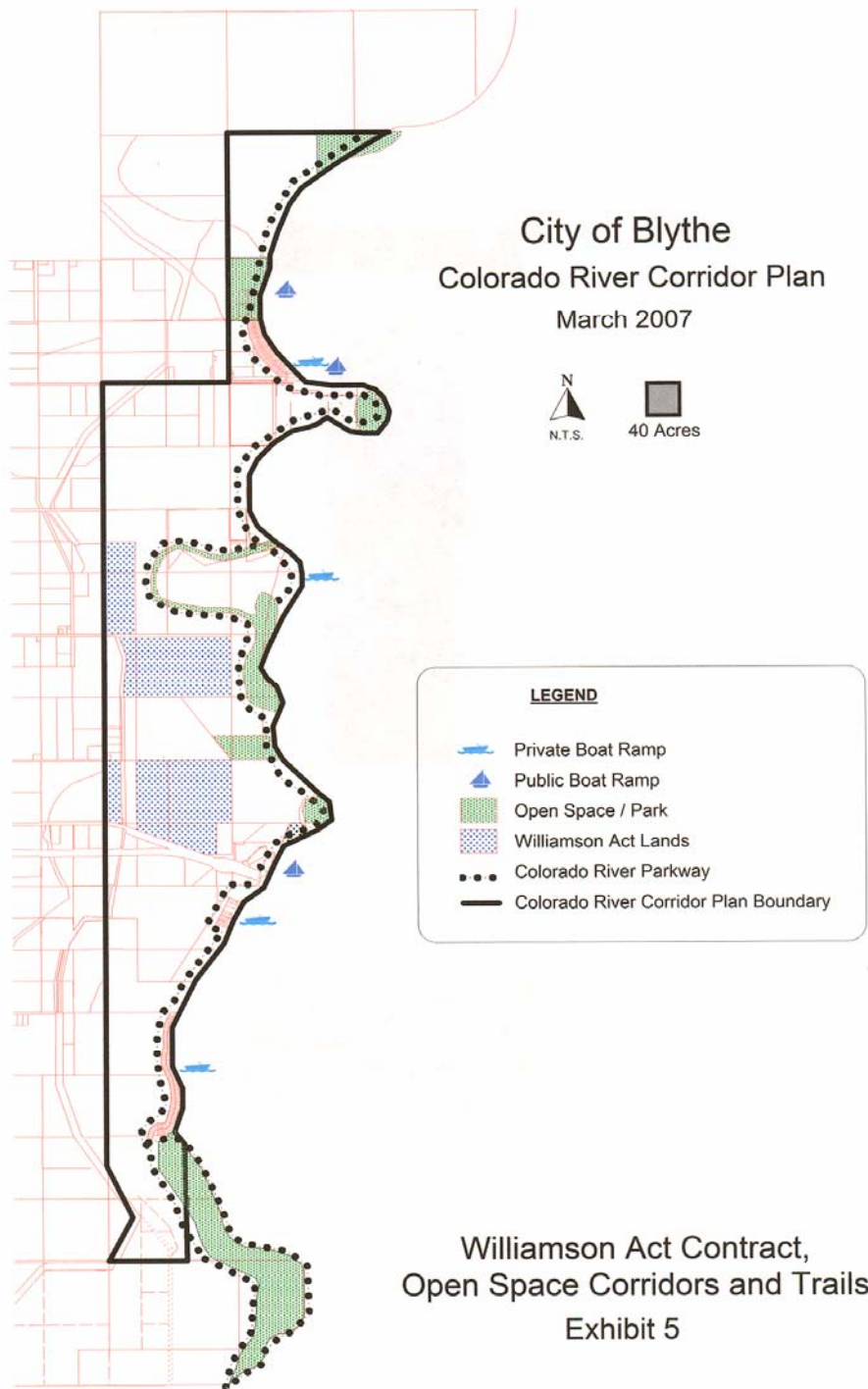
The CRCP Land Use and Zoning Classifications are:

Low Density Residential: This density allows two to seven residential units per acre and is intended to provide generally for the development of single-family housing, of mobile home subdivisions, and of planned residential developments incorporating a variety of housing types that conform to the density standards of this classification. Full community level services (i.e. domestic water, sewer, fire protection, etc.) will be available to low density residential use, or any more intensive residential classification.



Single-Family Residential Unit

High/Medium Density Residential: This density allows seven to twenty-nine units per acre. It is intended to enable residential development of parcels and sites that cannot reasonably or economically be developed to other more appropriate uses because of location, configuration, relationship to adjacent uses, or other unique conditions. The development of these sites as high/medium density residential use must not be disruptive of surrounding uses, and must be accommodated by available infrastructure and services. The High/Medium Density Residential designation may also provide an incentive for redevelopment of certain existing dilapidated buildings and parcels, and the infill of vacant parcels over time. This category of use expands the overall housing opportunities in the community by allowing a higher net yield of units per acre of development with consequent higher economic returns. It is intended to provide senior or multiple-family housing in a variety of forms, and to encourage the development of affordable housing in the community by providing for a higher net yield of units per acre. High/Medium Density Residential uses, and more intensive development, have generally been located on arterial and collector streets to ensure adequate transportation access for this level of development.



Medical/Office: This land use designation is intended to provide for the development of areas largely or exclusively dedicated to office and professional activities. Office development has been confined to arterial or collector streets, and the facility should provide adequate off-street parking and landscaping. In some instances, both higher density residential and office uses can be compatibly accommodated, and therefore, limited residential development could be included within this designation.

Mixed-Use Neighborhood Core: This designation accommodates businesses, institutions, and service organizations serving the daily needs of nearby residents. Allowable uses include retail shops, small-scale financial, business and personal services and small-scale restaurants; the maximum non-residential Floor Area Ratio is 1.0. Upper-story residential uses are permitted, subject to appropriate standards and a maximum limit of 22 units per gross acre. Limitations on the size and location of parking, coupled with building orientation and design standards, will ensure that a pedestrian-oriented environment is created.

Community Commercial: This designation is intended to provide sites for retail shopping areas, primarily in shopping centers, containing a wide variety of businesses, including: retail stores, eating and drinking establishments, commercial recreation, service stations, automobile sales and repair services, financial, business and personal services, motels, educational and social services. The maximum non-residential Floor Area Ratio is 0.3. Upper-story residential uses are permitted, subject to development standards, up to a maximum of 22 units per gross acre with higher densities permitted in transit-served corridors. Zoning districts will limit certain commercial areas to neighborhood stores or non-automotive establishments.

Visitor Commercial: This designation is intended to provide sites for visitor-oriented commercial activities, including hotels and motels, convention and meeting facilities, recreational vehicle parks, campgrounds, service stations, retail shops, restaurants, and related services, subject to appropriate standards to create an attractive landscaped environment. The maximum Floor Area Ratio is 1.0.

Open Space / Park: This designation may include sensitive habitats, including: riparian woodlands, wetlands, riparian corridors, groundwater recharge areas, power transmission line corridors, viewshed management areas, and areas subject to flooding – which are not areas for agriculture. Areas with sensitive biotic habitats included in this classification may be either Resource Conservation Areas (RCAs) or Resource Management Areas (RMAs); see Section 6.4 of the



Colorado River Open Space/Park Area

General Plan for more information. Development in these areas is discouraged and would be subject to habitat protection standards. For RMAs, Resource Management Plans would be required as a condition of development approval. Residential development is generally permitted at a density not to exceed one housing unit per 40 acres in areas designated as Open Space for Environmental Conservation/Safety; however, no development is allowed on sites designated as RCAs. This designation also includes active or fallow agricultural lands and very low density rural residential areas, not to exceed one housing unit per 20 or 40 acres, provided that one housing unit may be built on each existing parcel. Agricultural uses are permitted however, to ensure compatibility with adjacent uses, agricultural processing is not allowed. This classification also includes existing planned open space areas, parks, the Colorado River Parkway, and open space buffer/corridors as shown on Exhibit 5.

Community Facilities: This designation includes sites for schools, police and fire stations, sewer lift stations, government offices, and other facilities that have a unique public character and typically require at least two acres of land. Places of religious assembly are not shown and governmental facilities that are similar to private offices or industrial facilities or are on sites less than two acres in size are not shown as public. The Land Use Map does not have to be amended for new community facilities on sites that are less than two acres located in residential or commercial areas. The locations of the community facilities shown on the Land Use Map are conceptual based on an identified need. The City will determine specific facility locations and required acreages during the development review process.

Land use acreages by land use category are provided in Table 1 below:

TABLE 1 LAND USE ACREAGE BY LAND USE CATEGORY		
Land Use Category	Acreage in Plan Area	Percent of Total Acreage
Low Density Residential	3,040*	56.9%
Medium & High Density Residential	300*	5.6%
Community Commercial	150*	2.8%
Regional Commercial	180*	3.4%
Mixed Use Neighborhood Core	220*	4.1%
Visitor Commercial	200*	3.7%
Medical/Office	80*	1.5%
Community Facilities (schools, fire, police, other public facilities)	50*	1.0%
Open Space/Park	650*	12.2%
Recreational Vehicle	130*	2.4%
Colorado River 500 Specific Plan Area	344*	6.4%
TOTAL*	5,344	100%

* Approximate gross acreages not excluding existing or future roadways.

Table 2 below provides density and floor-area-ratio information as contained in General Plan 2025. Exhibit 6 shows a graphic representation of floor-area-ratio. Additional information on minimum lot area, lot width and depth is provided in the Blythe Zoning Ordinance, *Division III Development and Performance Standards*, Chapters 17.10 and 17.12.

TABLE 2 LAND USE DENSITY AND FLOOR AREA RATIO

Land Use Type	Dwelling Units per Acre	Maximum Floor-Area-Ratio
Low Density	2.1-7.0	-
High/Medium Density	7.1-29.0	-
Community Commercial	up to 22.0	0.3
Mixed-Use Neighborhood Core	up to 22.0	0.3
Visitor Commercial	-	1.0
Office/Medical	up to 22.0	0.5

Guiding Principles and Concepts of the Colorado River Corridor Plan

The following summarizes the guiding concepts and principles that have shaped the development of the CRCP.

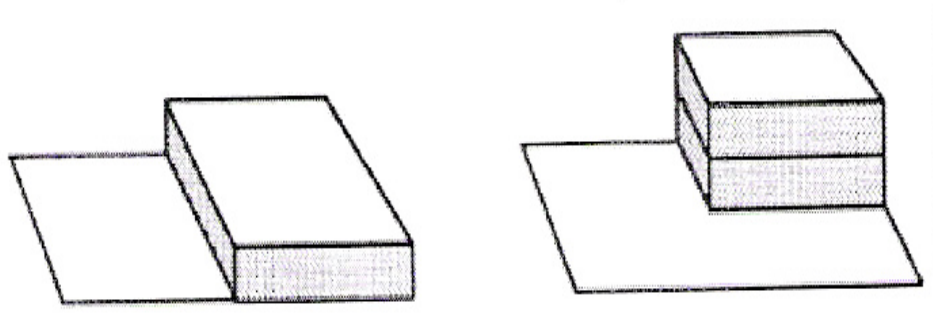
Create a Colorado River Corridor Plan that is consistent with the City's General Plan 2025.

This Plan seeks to enhance the City's eastern edge by establishing and promoting consistency with the City's General Plan 2025 vision, themes and policies. The Plan strives to exceed its requirements wherever possible.

Provide recreational areas and viable natural open spaces that fulfill or exceed the City's goals to: preserve the natural beauty of Blythe; preserve open space areas; provide public trails that connect the River to the rest of the City; and, provide a means for preserving public access to the River.

The City's vision for preservation of open space and the Riverfront is a major design component of the Plan. The Plan provides a balance of development and open space, while providing public recreational opportunities.

Exhibit 6 Floor Area Ratio



.5 FAR is equivalent to 1 story covering 50 percent of its site or 2 stories covering 25 percent of its site.

Provide the framework for an upscale community with a wide variety of new housing opportunities to enhance the population base, support existing and future commercial uses and increase the City's tax base.

The residential uses and policies in the Plan are intended to provide a wide variety of densities and housing types to appeal to a wide range of socio-economic groups. These future residents will create a demand for local and regional retail centers within the City, which will in turn produce the needed revenues to provide additional municipal services to future residents and enhance municipal services to existing residents of the City.

Provide ample recreational opportunities, parkland, trails, and public access for existing and future City of Blythe residents.

Currently, the City owns and maintains a total of 74-acres of parks for its 13,600 local residents (not including correctional facilities population). Therefore, based on the General Plan requirements of 3.5 acres of parkland per 1,000 people, the City has an existing surplus of public parkland for its current residents. This Plan provides for the development of the Colorado River Parkway and approximately 650 acres of additional recreational and park uses and open space. The Colorado River and parks and open spaces provide recreational opportunities and are central to the City's character and image. The provision of parklands, trails, river access and open space areas is a major component of the CRCP. Developments adjacent to the River will be required to dedicate a minimum of 10% of Riverfront land to accommodate public access and provide connectivity of the Colorado River Parkway.

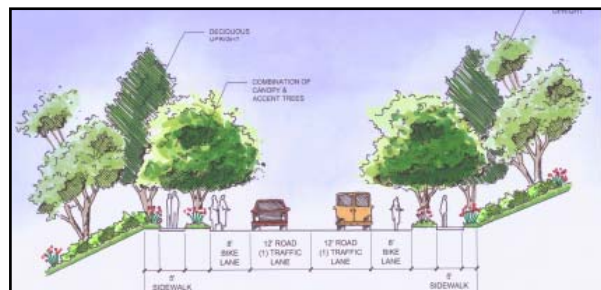
Provide major infrastructure needed to serve the planning area in a timely manner without creating a financial burden on the existing Blythe residents and the City budget.

The CRCP includes provision for needed infrastructure for the planning area such as full development of Olive Lake Boulevard and all west-to-east roadways within the CRCP area as shown on Exhibit 7. Additional information on circulation standards is found in Chapter 4 of General Plan 2025. As described in the Water and Waste Water Master Plans, the City has planned water and wastewater pipelines. These pipelines and ancillary facilities will be built by the developments that trigger the need and dictate construction timing. A need for additional school sites and police and fire stations has been identified; the community facilities locations shown on Exhibit 4 are conceptual. The location and timing of these community facilities will be determined by the City in consultation with appropriate police, fire and schools district facilities planners. These major improvements will be financed through collection of development impact fees and without placing financial burden on the existing Blythe residents or City budget. These improvements will be provided in a timely manner to ensure the orderly development of the planning area and to maintain quality of life standards residents currently enjoy. The City anticipates completing an update of the development impact fee study every three to five years. If improvements are needed for a development project and are not included in the cost assumptions that form the basis of the current fee structure, those improvements will be made as separate project specific Conditions of Approval.

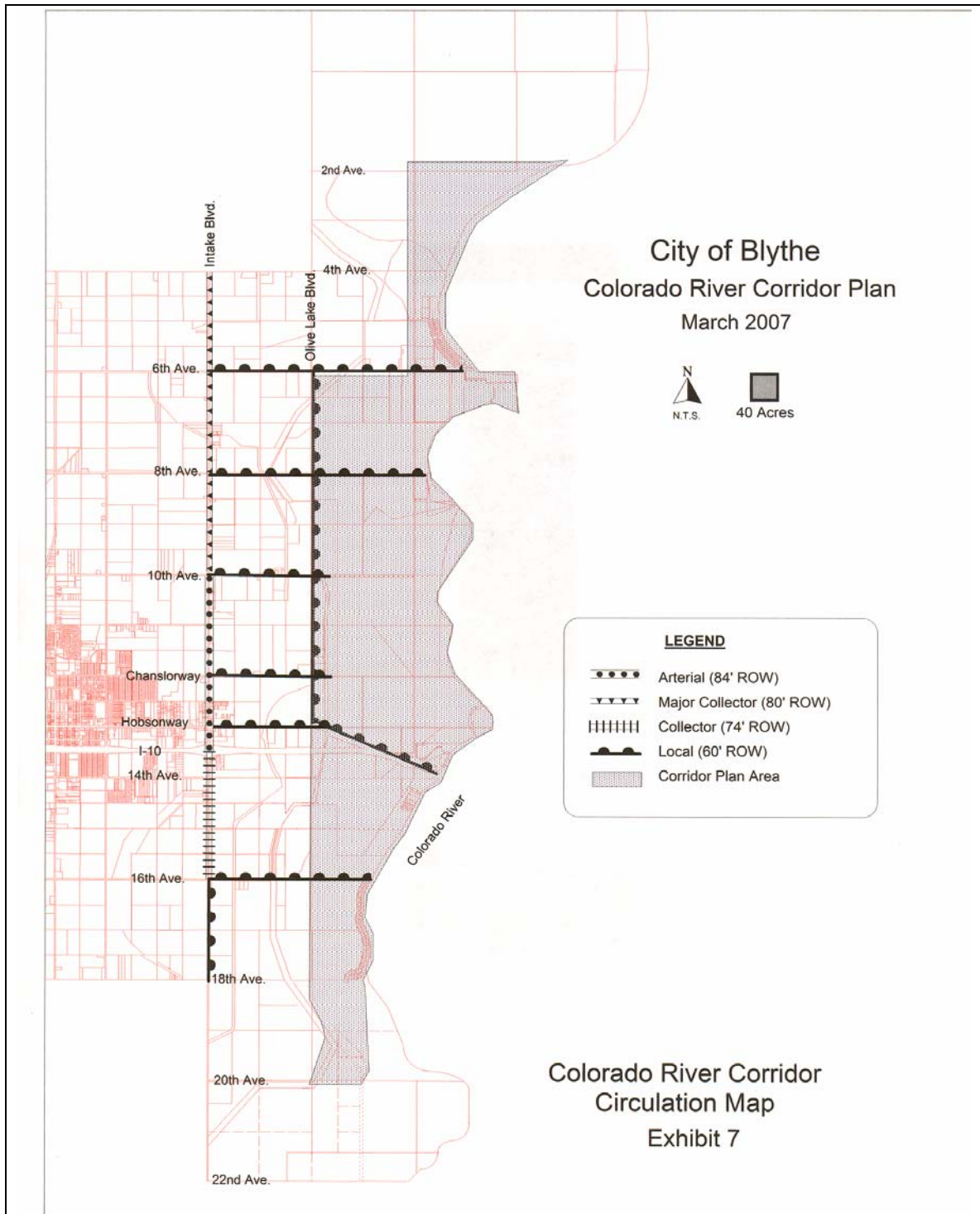
Values and Goals of the Colorado River Corridor Plan

The CRCP is a policy document which outlines the broad vision and goals to direct future growth and development within the planning area. The values, goals, policies, actions and standards contained in the Plan will guide physical growth and development through 2025. In the CRCP a “value” or “goal” is defined as a general expression of community values which sets a direction or ideal future end condition. The CRCP values and goals, as established and prioritized by the Community, are:

- Maintain a small town atmosphere.
- The City should work with appropriate government agencies to improve navigation and recreational safety in and along the Colorado River.
- Encourage development of resorts, hotels and other visitor-serving commercial uses.
- Manage growth and development timing.



Conceptual street cross-section with landscaping and pedestrian walkway



- Ensure adequate police and fire services and facilities as the City grows.
- Develop a multi-use River Parkway system that maximizes public and private access and supports pedestrian and cyclist use.
- Establish buffers between agriculture and residential uses.
- Promote open space protection and natural resource / habitat conservation.
- Develop a “theme” for the Plan area.
- Develop safe and secure residential communities.
- Create designated commercial corridors along major roadways.
- Promote bicycle and pedestrian orientation.
- Develop a variety of neighborhood types.
- Provide enhanced east-west and north-south circulation linkages to Downtown.
- Protect, preserve and promote cultural resources.
- Consider development of an outdoor entertainment venue.
- Provide additional public access boat ramps to the River.



Boat Launch Ramp

GUIDING POLICIES, IMPLEMENTATION ACTIONS, STRATEGIES AND DEVELOPMENT STANDARDS

The values and goals defined by the Community have provided the foundation for the development of the policies and action strategies that will guide land development in the Plan area. The following policies, actions, strategies and development standards are designed to reinforce the major themes of the CRCP and promote the application and implementation of the primary values and goals as defined by the Community.

Implementation Actions and Strategies are to be realized, or considered for implementation, by the City. Development Standards are directives which carry out CRCP values and goals and guide physical aspects of individual land development projects within the CRCP.

The Plan emphasizes the City as a recreational and commercial area while maintaining its historic rural and agricultural characteristics. Its focus is to create a sense-of-place based on the Colorado River, promote economic development and further the use of the area for living, recreation, shopping, working and visitor-serving development.

The policies, actions, strategies and development standards are organized and grouped into the following five general categories: Land Use Distribution; Community Form and Design; Land Use Compatibility; Economic Development; and, Community Facilities and Infrastructure.

LAND USE DISTRIBUTION

Values and Goals

- Provide ample recreational opportunities, parkland, trails and public access for existing and future City of Blythe residents, to and along the River.
- Develop a multi-use River Parkway system that maximizes public and private access and supports pedestrian and cyclist use.
- Integrate bicycle and walking paths into each development.
- Develop specific public access points, parks and boat launches along the River.
- Allow recreational vehicle communities along the River.
- Establish buffers between agriculture and residential uses.
- Promote open space protection and natural resource and habitat conservation.
- Develop safe and secure residential communities.
- Provide for a variety of residential land use classifications.
- Provide a framework for an upscale community with a wide variety of new housing opportunities.
- Create designated commercial corridors along major roadways.
- Encourage neighborhood-serving commercial uses.
- Create designated commercial uses along major roadways, including Interstate 10, Olive Lake Boulevard, Hobsonway and Chanslorway.



River-Front Marina Area with Boat Docks

Guiding Policies

Residential.

- Provide sufficient land area to accommodate housing units that meet the diverse economic and social needs of the residents, including workforce and senior housing.
- Locate high-density housing, including mixed use developments, within walking distance of parks, medical offices, and neighborhood commercial areas.

Regional and Neighborhood Commercial.

- All commercial buildings or centers either collectively or individually with more than 50,000 square feet should be refined with additional design and architectural elements and be balanced by grouping design components, such as openings, windows, columns and other specific design details.

- These building types should address the street in a manner which supports and encourages an interaction of building tenants and pedestrians.
- Building design should allow for individual expression of separate shops, including variation in storefront designs within the same building, window displays and signage while assuring a degree of conformity in keeping with the buildings' overall design theme.

Visitor Serving Commercial and Resort Uses.

- These land use types shall be located along the Riverfront, along the I-10 corridor and in other high-traffic areas of the City to optimize patronage. Building and site design should include prominent architectural features, building elements and materials. These buildings should be inviting to encourage patronage and visual interest.

Agriculture and Open Space.

- Land compatibility buffers and urban wildland interfaces shall be landscaped using only native plant materials to avoid the introduction of exotic, invasive vegetation into the adjacent natural areas.
- All State-owned sensitive habitat, wetlands and established preserve areas are recognized by this Plan as permanent open space.
- As needed, the City will work with a conservation or appropriate government entity for the long-term ownership, maintenance and restoration of the buffer areas.
- Maintain riverfront wetlands and habitat for sensitive biological resources as open space for resource conservation and resource management.

Colorado River Parkway and Parks.

- A public linear trail, park and recreational area shall be established along the Colorado River. This system shall be known as the Colorado River Parkway.
- Where the Colorado River Parkway trail cannot be reasonably accommodated directly adjacent to the River due to the presence of existing development or other constraints, the Colorado River Parkway will be designated along roadways and/or existing bike lanes or sidewalks to allow development of a continuous recreational trail.
- The Colorado River Parkway should provide multi-use recreational opportunities for pedestrians and bicycles. Within the 30-foot Parkway, allowable facilities include public restroom facilities, trellis/community colonnades, benches, and interpretive signage and trash receptacles.



Neighborhood Park

- Where the Parkway is adjacent to Commercial/Tourist uses, it shall facilitate access to the adjacent commercial uses through careful site design to ensure pedestrian connectivity.
- Pocket Parks, Neighborhood Parks, Community Parks and a Regional Park should be provided for by land developments greater than 50 acres in size. If development is done phases, the parks shall be provided in the first phase of the project.
- Neighborhood parks shall be a minimum of two acres and should be improved with equipment and amenities appropriate for the project and surrounding neighborhood. Such amenities may include tot lots, basketball courts and picnic benches for parks in family residential areas.
- Parks serving predominately senior communities should be improved with gathering locations, vista points, level surfaces, community buildings and paved level paths.

- Gateway elements should be provided in approximate locations identified on the land use plan as “future river trail access points”. These elements should create a sense of arrival and function as landmark elements at key points of entry from major traffic arteries.



Entry Monument

- Roadway intersections provide a good opportunity to utilize entry monumentation to announce the presence to the Colorado River Corridor area.
- Public access to the Colorado River shall be maintained in perpetuity for recreational and open space purposes.
 - Public access points to the River must be provided within each new development at one-mile intervals or as practical. At least one public access point shall be provided every two miles.
 - This river frontage shall be developed according to the Colorado River Parkway standards contained in the Zoning Ordinance to ensure continuity in design and amenity standards. These standards describe surface treatment, fencing standards, signage, and recreation amenities and improvements to be placed within the Parkway.
 - Individual land developers will assume responsibility for construction of the Colorado River Parkway trail segment within their Riverfront development. The Parkway will be required to be dedicated to the City, in perpetuity, for the long-term benefit of the public. The developer will be required to provide the City with adequate financial resources to ensure ongoing Parkway maintenance costs.
 - Developments along the River should be designed and oriented to relate to the River with public access points and vistas to ensure that visual access is not obstructed or impeded.

Implementation Actions

- ✓ The City shall apply CRCP policies and development standards to lands that may be annexed in the future into the Blythe City Limits and/or City of Blythe Sphere-of-Influence (SOI).
- ✓ The City shall host a public roundtable discussion with the U.S. Bureau of Reclamation and invite other federal and State agencies with management responsibility or jurisdiction over the Colorado River to establish a dialogue that will lead to one or more projects to improve recreation and navigational safety in and along the River in the vicinity of Blythe.
- ✓ The City shall initiate discussions with the Chamber of Commerce and resort/hotel developers, including national and international hotel chains, to investigate the feasibility of developing a four-star destination resort along the Blythe Riverfront.
- ✓ The City shall contact the State of California Tourism Board to begin the process of obtaining funding and related support to establish a “California Welcome Center” near Interstate 10 in the City of Blythe.
- ✓ The City shall require all developments greater than 10-acres in size or more than 100 dwelling units to prepare and submit a Specific Plan as part of their development application.
- ✓ When a Development Agreement is being requested, the project developer shall be responsible for the long-term maintenance and restoration of land use compatibility buffer areas until such time as this land area is purchased by a conservation entity or other financial assurances are provided. This requirement is in addition to Colorado River Parkway land dedication requirements.

Implementation Strategies

- ✓ The City should develop an “Art in Public Places” program to assist in planning and designing publicly-visible areas to include the use of public art, agricultural theme elements, public space considerations and/or natural elements to promote aesthetic appeal and community use.
- ✓ The City should encourage the development of high quality upper-income subdivisions, incorporating consistent fencing and signage, pedestrian trails, interconnecting greenbelts, and community amenities such as clubhouses/community buildings, swimming pools, tennis courts and health clubs.
- ✓ The City should encourage small lot subdivisions (courtyard developments) as a transition between multi-family and mixed-use developments, and traditional low-density Single Family and Rural Residential subdivisions.
- ✓ The City should utilize information from the Park Master Plan study to provide a basis for recreational amenities requested for projects where a Development Agreement is being secured.
- ✓ The City should develop a Riverfront outdoor entertainment venue for use by the community and general public.

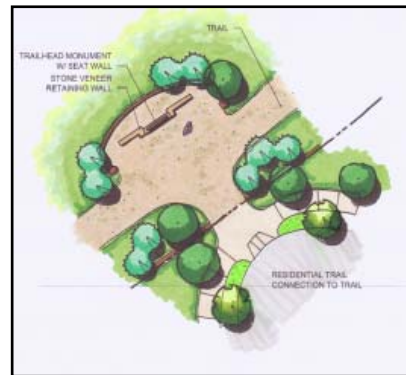
Development Standards

- Specific Plans shall be prepared and associated planning areas shall be assigned for each development that includes more than 100 dwelling units or is greater than 10-acres in size. The Specific Plan shall identify: maximum number of dwelling units, commercial square footage, public facility needs, schools, community buildings, parks, and other facilities and uses deemed important by the community. Needs shall be based upon studies prepared by the applicant and/or required by the City.
- The minimum lot size for small-lot single-family development shall be 6,000 square-feet.
- The maximum height of any single-family dwelling shall not exceed 18 feet in height.
- The maximum height of any commercial building shall not exceed 34 feet in height.
- The maximum height of any resort building shall not exceed 50 feet in height. .
- Where residential land uses are adjacent to agricultural uses or sensitive habitat, a 150-foot buffer shall be provided.
- Consistent with Park, Recreation and Open Space Guidelines, the minimum width of the Colorado River Parkway shall be 30 feet as measured from the high water mark.
- Any land development project adjacent to the River shall improve a minimum of 10% of the river frontage to the Colorado River Parkway standards. The applicant shall offer the land for dedication to the City of Blythe for purposes of maintaining public access in perpetuity.

COMMUNITY FORM AND DESIGN

Values and Goals

- Maintain a small town atmosphere.
- Encourage development of residential neighborhoods that provide a sense of community (i.e.: front porches, public meeting areas, pocket parks, trail and parkway connectivity, sidewalks, pathways to commercial uses and separated pedestrian and bike pathways).
- Provide a variety of residential neighborhoods with varying neighborhood densities.
- Promote residential community identity through development standards and design themes and the application of Specific Plans and Development Agreements for subdivisions.
- Promote bicycle and pedestrian orientation.



Artist's rendering of a trail connection

- Preserve scenic views and ensure that development of the Colorado River Parkway is consistent with the policies contained within the Open Space and Conservation Element of General Plan 2025.

Guiding Policies

- Encourage residential development projects to provide a variety of housing product types.
- Encourage neighborhood designs whose appearance is not dominated by the automobile. Such design elements could include alley-loaded residences, front porches, recessed garages (Porte cocheres), narrowed streets, and turn-in garages that do not face the street.
- Sidewalks shall be provided on both sides of the street in all residential communities.
- Curvilinear sidewalks should be encouraged to promote visual appeal.



Residential Unit with a Porte Cochere, and Accessory Dwelling Unit



Residential Unit with Dormer Windows

- Architectural design elements from established residential neighborhoods in Blythe and other cities should be encouraged in new subdivisions.
- All commercial buildings shall be designed to minimize flat building elevations and monotony; vary building elevations by using varied building materials and colors.

- Buildings shall have articulation on all [four] sides.
- Each building façade design should establish a clear proportional hierarchy between its various parts.



Conceptual neighborhood entry-way cross section with signage



Residential Streetscape

- Provide high quality streetscapes and community spaces for the enjoyment of all residents. The design of the streets, roads and open spaces of the community provides the framework for the community.
- Establish design standards for various areas to include neotraditional design and site planning. Such standards may include covered front porches

that are partially enclosed with a decorative rail. Traditional elements, such as columns, exposed eaves, trellises, decorative chimneys and dormer windows should be incorporated into the design.

- Allow gated communities.



Residential Unit with Recessed Garage and Front Porch



Residential Unit with Column Design Element

Implementation Actions

- ✓ The City shall amend the Zoning Ordinance and establish development standards that will create a visual connection to the central business district, including at a minimum landscape treatment, monument signage and City-themed pole banners.
- ✓ The City shall establish the primary focus of tourist-related land uses to be located north of Interstate 10 and along the Riverfront.
- ✓ The City should develop an “Art in Public Places” program to assist in planning and designing publicly-visible areas to include the use of public art, agricultural theme elements, public space considerations and/or natural elements to promote aesthetic appeal and community use.
- ✓ The City shall establish an Architectural Design Review Board to review development applications within the Corridor Plan Area.

Implementation Strategies

- ✓ The City should consider promoting the development of traffic circles or “roundabouts” at intersections in lieu of four-way stops or signals.
- ✓ The City should encourage commercial, residential and recreational uses in areas planned for mixed-use development projects.
- ✓ The City should encourage development of residential neighborhoods that provide front porches, public meeting areas, pocket parks, trail and parkway connectivity, sidewalks, pathways to commercial uses, and separated pedestrian and bike pathways.
- ✓ The City should assure that development in the CRCP occurs in a manner that protects the Riverfront’s natural and topographic character and identity, environmentally sensitive resources, aesthetic qualities and the public health, safety and welfare.
- ✓ The City should require that Mixed Use Neighborhood Core commercial developments be designed to reflect, and be compatible with, the surrounding residential neighborhood character.
- ✓ The City should require that all commercial development provide buffers with adjacent residential uses or residentially zoned property, including: decorative walls, landscaped setbacks, restricted vehicular access, proper siting and screening of trash and service areas and control of lighting.



Neighborhood Roundabout

Development Standards

- Developers of subdivisions of 3-100 lots shall provide a minimum of 3 building types.
- Developers of subdivisions of 101-199 lots shall provide a minimum of 5 building types.
- Developers of subdivisions of 200+ lots shall provide a minimum of 6 building types.
- For single-family residences, no more than two, two-car garages may be combined in each building. A third garage may be provided if it is placed in tandem with one of the two required spaces, or if it is accessed by a one-car garage or placed perpendicular to the front of the building.
- All commercial buildings or centers, either collectively or individually with more than 50,000 square feet, should be refined with additional articulation and

- balanced by grouping design components such as openings, windows, columns and specific details.
- All commercial buildings shall be designed to minimize flat building elevations and monotony; vary building elevations by using varied building materials, colors and recession.
 - All buildings shall have articulation on all [four] sides.
 - Each building façade design should establish a clear proportional hierarchy between its various parts.
 - Commercial building types should address the street in a manner which supports and encourages an interaction of building tenants and pedestrians.
 - Planting strips and parkways should be encouraged between street and sidewalk in all gated residential subdivisions. Each area must be a minimum of five feet in width, and landscaped in accordance with the established landscape theme for the neighborhood.
 - Planting strips and parkways may be allowed between street and sidewalk in ungated residential subdivisions provided long-term maintenance responsibility of the planting strips/parkways is assumed by the homeowners association. Each area must be a minimum of five feet in width, and landscaped in accordance with the established landscape theme for the neighborhood.

LAND USE COMPATIBILITY

Values and Goals

- Preserve the natural beauty, minimize degradation of the Blythe area, and provide protection for important natural resources.
- Establish buffers between agriculture and residential uses.
- Promote open space protection and natural resource and habitat conservation.
- Allow existing agricultural operations in the CRCP.
- Protect agricultural uses west, south and north of the CRCP area.
- Protect, preserve and promote cultural resources.
- Encourage the development of a range of commercial opportunities.

Guiding Policies

- Discourage regional commercial development that detracts from the downtown.
- Encourage development of resorts, hotels and other visitor-serving commercial uses such as restaurants, recreational-oriented shops and facilities in appropriate locations.
- The “Open Space Corridor” lines identified on the Land Use Plan correspond to Palo Verde Irrigation District (PVID) canals and drains shall function as open space buffers from adjacent land uses and developments.

Implementation Actions

- ✓ The City shall encourage pedestrian/recreation pathways to facilitate access from adjacent neighborhoods.
- ✓ The City shall require all developments greater than 10-acres in size or more than 100 dwelling units to prepare and submit a Specific Plan as part of the development application.
- ✓ The City shall develop a Parks Master Plan. This Plan should consider the demographics of existing residents and the planned demographics of future residents including an analysis of future recreational needs. This plan should also include an analysis of the viability of shared recreational uses between school district facilities and PVID canal/drain corridors. Information from this study shall provide a basis for recreational amenities requested for projects where a Development Agreement is being secured
- ✓ The City should require land dedication for community centers and/or senior centers for development projects requesting Development Agreements or developments greater than 100-acres.
- ✓ The City shall require developers of projects greater than 100-acres in size and with a greater than 5 minute public safety response time to dedicate the required land area needed to house safety personnel. Development Agreements shall be secured when land dedication is required.
- ✓ The City should work with the Palo Verde Unified School District (PVUSD) to assist in developing a School Master Plan based upon maximum build-out of the CRCP and entire City.
- ✓ The City shall establish a Colorado River Corridor Design Review Committee consistent with the provisions of Chapter 17.64.060 through 17.64.065 of the Blythe Zoning Ordinance.



Neighborhood Park

Implementation Strategies

- ✓ The City should adopt a Right-to-Farm ordinance for agriculturally productive properties under active Williamson Act contracts within the planning area.
- ✓ The City should encourage developers to incorporate elements of the Downtown Design Guidelines for commercial developments projects.

Development Standards

- The maximum building height for the Resort land use category shall be 50 feet above the surrounding grade.

- An agricultural buffer should be provided between proposed new development and existing agricultural areas, including agricultural property adjacent to but outside of the CRCP area. Such buffer must be at least 150 feet wide, including roadways and canals, and may be credited to the proposed development as open space.
- Permitted uses within an agricultural buffer include landscaping, open space, passive and active recreational uses, and retention/detention facilities.
- Landscaping shall be provided consistent with Chapter 17.22 of the Blythe Zoning Ordinance.

ECONOMIC DEVELOPMENT

Values and Goals

- Encourage development of resorts, hotels and other visitor-serving commercial uses.
- Encourage neighborhood-serving commercial uses.
- Develop a “theme” for the Plan area.
- Discourage regional commercial development that detracts from the downtown.

Guiding Policies

- Implement a development impact fee program for all aspects of public services and community needs.
- Encourage businesses to locate or expand in the City: such as eco-tourism, resort, higher end resorts and recreating uses. These land use types shall be located along the Riverfront, along the I-10 corridor and in other high-traffic areas of the City to optimize patronage.
- Building and site design should include prominent architectural features, building elements and materials. These buildings should be inviting to encourage patronage and visual interest.
- Support agricultural businesses in and adjacent to the City.
- Promote festivals on a year-round basis to attract visitors to the City.
- Establish the primary focus of tourist-related land uses to be located north of Interstate 10 and along the Riverfront.
- Promote the development of a Riverfront outdoor entertainment venue for community and public use.
- Promote the development of large event venues and pedestrian trails along the Riverfront.
- Utilize and incorporate Downtown Design Guidelines for Riverfront commercial developments.

Implementation Actions

- ✓ The City shall initiate discussions with the Chamber of Commerce and resort/hotel developers including national and international hotel chains to investigate the feasibility of developing a four-star destination resort along the Blythe Riverfront.
- ✓ The City shall contact the State of California Tourism Board to begin the process of obtaining funding and related support to establish a “California Welcome Center” near Interstate 10 in the City of Blythe.
- ✓ The City shall promote the development of a Riverfront outdoor entertainment venue for community and public use.
- ✓ The City shall establish a Colorado River Corridor Design Review Committee consistent with the provisions of Chapter 17.64.060 through 17.64.065 of the Blythe Zoning Ordinance.

Implementation Strategies

- ✓ The City should work with land developers to establish maintenance and assessment districts to assist in financing construction, maintenance and ongoing operation costs.
- ✓ The City should consider endorsing the use of Mello Roos-type financing for development projects.
- ✓ The City should develop a program for undergrounding existing above ground utilities in the Plan area.
- ✓ The City should seek Development Agreements with developers to secure land dedications, impact fees to remedy existing deficient infrastructure and public financing needs.

Development Standards

- A comprehensive Sign Program shall be prepared for all projects containing commercial land uses. The Sign Program shall be consistent with the provisions of the Blythe Zoning Ordinance Chapter 17.26.
- Building design should allow for individual expression of separate shops, including variation in storefront designs within the same building, window displays and signage while assuring a degree of conformity in keeping with the buildings overall design theme.

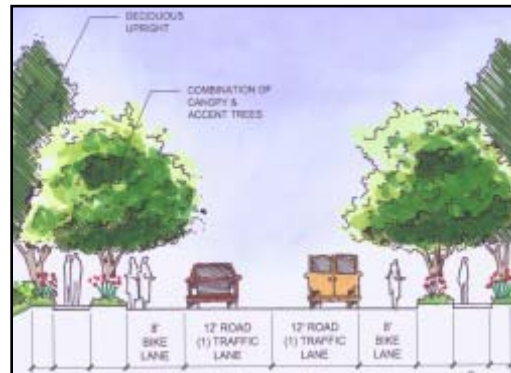


Artist's rendering of neighborhood signage

COMMUNITY FACILITIES AND INFRASTRUCTURE

Values and Goals

- Provide major infrastructure needed to serve the planning area in a timely manner without placing a financial burden on existing Blythe residents or the City budget.
- The City should work with appropriate government agencies to dredge sections of the Colorado River to improve navigation and recreational safety.
- Manage growth and development timing.
- Provide for quality of life through ensuring infrastructure is in place.
- Ensure adequate police and fire services and facilities as the City grows.
- Plan for the location of convenient and adequate public services, such as libraries, schools, and fire stations to serve the existing and future residents of Blythe.
- Ensure existing and future land uses have an adequate water supply system capable of meeting normal and emergency demands.
- Provide a balanced transportation system that ensures the safe and efficient movement of people and goods throughout the City.
- Provide enhanced east-west and north-south circulation linkages to Downtown.



Conceptual street-cross section with landscaping and pedestrian walkway

Guiding Policies

- Promote safe and efficient vehicle circulation; make efficient use of existing facilities, and through the arrangement of land uses, improved alternate modes, and provision of more direct routes for pedestrians and bicyclists, strive to reduce the total vehicle-miles traveled.
- Provide fair and equitable means for paying for future street improvements.
- Provide for increased connections between and within neighborhoods for bicycles, pedestrians, and, where appropriate, automobiles.
- Size new infrastructure to support the projected population growth of the community through the 2025 horizon year.
- As a condition of approval for subdivisions and development projects, require applicants to pay the costs of needed utility services for that development.
- Assess Quimby Act fees as a condition of approval for subdivision map projects to ensure an adequate standard of parks and recreational facilities continues to be available for existing and new Blythe residents.
- Establish community facilities districts, maintenance assessment districts or other similar measures to recover the cost of services required by new land development projects.

- Require geotechnical and flooding studies as a mandatory submittal requirement for all new development projects within the CRCP area.
- Require the incorporation of best available technology and recommendations from geotechnical and hydrology studies into the project design, prior to project approval, to ensure structural stability for foundations and to minimize potential flooding impacts to new development.
- Development should contribute to community service impact fees or dedicate land needed to accommodate necessary public facilities.
- School generation numbers shall be used to assist the City in assessing land dedication requirements and/or impact fees.

Implementation Actions

- ✓ The City shall maintain a multi-use recreational trail along the Colorado River. This trail shall be known as the “Colorado River Parkway”.
- ✓ Development Impact Fees shall be established for new development to pay for improvements to public facilities, utilities and infrastructure needed to serve such projects, including but not limited to the following: fire, police, roads, sewers, flood control, recreation, schools, and water.
- ✓ The City shall require undergrounding of all new public utilities.
- ✓ The City shall promote the development of a Riverfront outdoor entertainment venue for community and public use.
- ✓ The City shall coordinate with local transit providers to ensure adequate public transportation is available to serve the CRCP area and connect it to the existing transportation network.
- ✓ The City shall initiate development of a master plan for Quechan Park to include the 18-acre expansion area to the north.
- ✓ The City shall require all developments on the Colorado River to provide public boat ramp access if any River access facilities are proposed.
- ✓ The City should secure increased parkland above the minimum acreage required by the City within projects requesting a Development Agreement.
- ✓ The City shall develop a Quimby Act ordinance based upon National Park and Recreation development standards to facilitate the development of additional parks to meet the needs of a growing population and prevent deterioration of existing parks.
- ✓ The City shall develop a Parks Master Plan. This Plan should consider the demographics of existing residents and the planned demographics of future residents including an analysis of future recreational needs. The plan should include an analysis of the viability of shared recreational uses between the school district facilities and PVID canal/drain corridors. Information from this study shall provide a basis for recreational amenities requested for projects where a Development Agreement is being secured
- ✓ The City shall require land dedication for community centers and/or senior centers for development projects requesting Development Agreements or developments greater than 100-acres.

- ✓ The City shall require land areas over 100 acres and with a greater than 5 minute public safety response time to dedicate the required land area needed to house safety personnel. Development Agreements shall be secured when land dedication is required.
- ✓ The City shall work with the Palo Verde Unified School District (PVUSD) to assist in developing a School Master Plan based upon maximum build out of the CRCP and entire City.

Implementation Strategies

- ✓ The City should consider allowing retention and/or detention areas, when improved with appropriate amenities, to count towards park and open space requirements for individual development projects.
- ✓ A growth management ordinance should be established to limit the number of building permits issued annually to ensure that adequate infrastructure is in place to support new development projects.
- ✓ The City should consider conducting interactive park facilities planning workshop(s) to assist with the design for the Quechan Park expansion and development project.
- ✓ The City should maintain a safe and efficient wastewater collection, treatment and disposal system which maximizes treatment and water recharge.
- ✓ The City should ensure solid waste collection, operation of waste reduction and recycling programs, and household hazardous waste disposal programs and education are consistent with the County Solid Waste Management Plan.
- ✓ The City should ensure that adequate flood control facilities are provided prior to or concurrent with development, in order to protect the lives and property of Blythe residents.
- ✓ The City should ensure the provision of adequate supplies of natural gas and electricity from public utility purveyors and the availability of communications services to residents of Blythe.
- ✓ The City should ensure that adequate school facilities and services are provided by the PVUSD in a timely manner, as needed.

Development Standards

- Minimum development standards for the Colorado River Parkway where it fronts the Colorado River are as follows:
 - 30' minimum width of Colorado River Parkway;
 - 12' minimum trail width with 30' access easement;
 - Benches and trash receptacles must be provided;
 - Landscaping must be provided; and,
 - Interpretive signage including a map showing the location of the Colorado River Parkway must be provided.
- All segments of the Colorado River Parkway where it fronts the Colorado River shall be developed in accordance with the guidance and recommendations of the

Colorado River Parkway Design Review Committee to ensure consistency of the Parkway and promote uniformity in design and amenities.

- Minimum building pad (finished grade) elevations for developments in the CRCP are provided in Table 3 below. These standards are established to ensure the protection of public health and safety by preventing new structures from being located within the 100-year flood hazard zone.

TABLE 3 MINIMUM BUILDING PAD ELEVATIONS

CRCP Area	Elevation
From Second Avenue to Hidden Beaches	+ 275.0' mean sea level
From Hidden Beaches to the Colorado River 500	+ 271.5' mean sea level
From the Colorado River 500 to Quechan Park	+ 267.5' mean sea level
From Quechan Park to 16 th Avenue on Riviera Drive	+ 265.5' mean sea level
From 16 th Avenue on Riviera Drive to the north end of Goose Flats	+ 264.5' mean sea level

- Prior to initiating a Development Agreement, a public safety needs assessment and response time analysis shall be prepared by the developer/applicant based upon maximum build-out within the City.

ENVIRONMENTAL REVIEW OF THE COLORADO RIVER CORRIDOR PLAN

As part of the Draft General Plan 2025, the potential environmental effects associated with implementation of the CRCP will be evaluated at the programmatic level as part of the General Plan 2025 environmental review process.

The City issued a Notice of Preparation (NOP) for the General Plan EIR (SCH #2005121090) in December 2005 and will commence public and agency scoping in January 2006. The City will prepare a Program EIR for General Plan 2025 in 2006.

Program EIR - A program EIR may be prepared for a series of related actions that are characterized as one large project or program (CEQA Guidelines §15168). Activities relating to and following the specific plan must be examined in light of the program EIR to determine if additional limited environmental analysis is warranted. Later activities which have been adequately analyzed under the program EIR will not require additional environmental documentation. If an activity may result in additional effects, or new mitigation measures are needed, a subsequent or supplemental EIR, or negative declaration must be prepared (CEQA Guidelines §15162 and 15163). These subsequent documents may tier off the General Plan Program EIR at the discretion of the City of Blythe acting as the Lead Agency under CEQA.

Tiering - When tiering is used, the later EIRs or negative declarations must refer to the prior EIR and state where a copy of the prior EIR may be examined. The later EIR should state that the lead agency is using the tiering concept and that the EIR is being tiered with the earlier EIR (CEQA Guidelines §15152(e)).

AMENDMENTS TO THE COLORADO RIVER CORRIDOR PLAN

As part of the City's *General Plan 2025*, the CRCP contains provisions that are both policy and regulatory in nature. As such, Amendments to the CRCP land use plan would be processed in the same manner that General Plan Amendments elsewhere in the City are handled. Additional information on the General Plan Amendment process can be found in Chapter 1, Page 1-6 of *General Plan 2025*.